IN THE CLAIMS:

1. (canceled)

2. (canceled)

3. (canceled)

4. (canceled)

5. (canceled)

6. (canceled)

7. (canceled)

8. (canceled)

9. (canceled)

10. (canceled)

11. (canceled)

12. (canceled)

13. (canceled)

14. (canceled)

15. (canceled)

16. (canceled)

17. (canceled)

18. (withdrawn) Hollow molded part made of a metallic material in the shape of an A-column for a motor vehicle and produced out of a first mold blank by inner high pressure metal forming and having a bent section and a closed cross-section and a reinforcement characterized in that

the A-column is formed as a single part and exhibits an increased wall thickness (b2) in the region of the bent section and in a region adjoining to the bent section

and directed toward a roof of the motor vehicle, wherein the increased wall thickness (b2) operates as a reinforcement.

19. (currently amended) Method for production of a hollow molded part made of a metallic material and having a shape of an A-column of a motor vehicle and produced out of a tubular starting part (A) having a starting outer diameter (D1) and a starting wall thickness (b1), characterized in that initially the tubular starting part (A) maintains a first cylindrical region (1) and is reduced by a radial or tangential deformation method in at least a second region (2) conically with an angle (α) and in at least a third region (3) cylindrically to a smaller diameter (D2) and thereby forming a mold blank (V) having an increased wall thickness (b2) relative to the starting wall thickness (b1) in the second region (2) and in the third region (3);

then bending the mold blank (V) in the second region (2) according to a required curvature for thereby forming an A-column ; [[and]]

performing a final forming of the A-column by inner high pressure metal forming of the mold blank (V) in the first region and/or in the second region;

maintaining a cylindrical form of the first cylindrical region; and

accepting large loads in a crash case of the motor vehicle based on increased wall thickness of the A-column in the tapered central portion (2) and based on a single piece construction of the A-column.

20. (previously presented) The method according to claim 19 characterized in that a bending of the mold blank (V) is performed in the second conical region (2) under axial pull tension.

21.(currently amended) The method according to claim 19 characterized in that an intermediate annealing of the mold blank (V) is performed prior to the inner high pressure metal forming and wherein the radial or tangential deformation is performed by rolling.

22.(previously presented) The method according to claim 19 characterized in that an intermediate annealing of the mold blank (V) is performed between the step of the radial or tangential deformation method and the step of inner high pressure metal forming.

23. (currently amended) The method according to claim 19 characterized in that the step of the radial or tangential deformation is performed by hammering~~, forging swaging, rotary kneading, rolling, flow turning, or stretch forming~~.

24. (previously presented) The method according to claim 19 characterized in that the mold blank (V) is generated from the tubular starting part having a starting outer diameter (D1) of from 80 mm to 160 mm, and having a starting wall thickness (b1) of from 2.0 mm to 5.0 mm;
wherein a first region (1) of the mold blank (V) has an outer diameter corresponding to the starting outer diameter (D1) and a wall thickness corresponding to the starting wall thickness (b1) and wherein the first region (1) exhibits a length (L1) of from 1000 mm to 2500 mm;
wherein a second conical region (2) of the mold blank (V) exhibits an angle α of from 10 degrees to 85 degrees and a length (L2) of from 200 mm to 1000 mm; and wherein a third region (3) of the mold blank (V) is reduced to an outer diameter (D2) of from 0.4 times (D1) to 0.7 times (D1) and to a wall thickness (b2) of

from 0.4 multiplied by (b1) to 0.7 multiplied by (b1) and exhibits a length (L3) of from 500 mm to 1500 mm.

25.(currently amended) A method for production of an A-column comprising forming a tubular starting part (A) having a starting outer diameter (D1) and a starting wall thickness (b1) and made out of a metallic material;
maintaining a first region (1) of cylindrical form of the tubular starting part (A);
initially reducing the tubular starting part (A), by a radial or tangential deformation method in at least a second region (2) conically with an angle (α) and in at least a third region (3) cylindrically to a smaller diameter (D2) and thereby forming a mold blank (V) having an increased wall thickness (b2) relative to the starting wall thickness (b1) in the second region (2) and in the third region (3);
then bending the mold blank (V) in the second region (2) according to a required curvature for thereby forming an A-column;
maintaining the cylindrical form of the first region (1);
and performing a final forming of the A-column by inner high pressure metal forming of the mold blank (V) in the first region and/or in the second region for forming the A-column of a motor vehicle.

26. (currently amended) The method according to claim 25 wherein bending the mold blank (V) in the second region (2) is performed under axial pull tension.

27. (previously presented) The method according to claim 25 further comprising intermediately annealing the mold blank (V) prior to the inner high pressure metal forming.

28. (previously presented) The method according to claim 25 further comprising intermediately annealing the mold blank (V) between the step of the radial or tangential deformation method and the step of inner high pressure metal forming.

29. (previously presented) The method according to claim 25 wherein the step of the radial or tangential deformation is performed by hammering, forging swaging, rotary kneading, rolling, flow turning, or stretch forming.

30. (previously presented) The method according to claim 25 further comprising generating the mold blank (V) from the tubular starting part having a starting outer diameter (D1) of from 80 mm to 160 mm, and having a starting wall thickness (b1) of from 2.0 mm to 5.0 mm; wherein the first region (1) of the mold blank (V) has an outer diameter corresponding to the starting outer diameter (D1) and a wall thickness corresponding to the starting wall thickness (b1) and wherein the first region (1) exhibits a length (L1) of from 1000 mm to 2500 mm;
wherein the second region (2) of the mold blank (V) exhibits an angle α of from 10 degrees to 85 degrees and a length (L2) of from 200 mm to 1000 mm; and
wherein the third region (3) of the mold blank (V) is reduced to an outer diameter (D2) of from 0.4 times (D1) to 0.7 times (D1) and to a wall thickness (b2) of from 0.4 multiplied by (b1) to 0.7 multiplied by (b1) and exhibits a length (L3) of from 500 mm to 1500 mm.

31. (currently amended) A method of producing an A-column for motor vehicles comprising

furnishing a tubular starting part (A) having a starting outer diameter (D1) and a starting wall thickness (b1) and made out of a metallic material and having a first cylindrical end portion, a central portion, and a second cylindrical end portion;

forming the central portion to be tapered with an angle (α) and forming the second end portion (3) cylindrically of reduced diameter (D2) by a radial or tangential deformation method, wherein the central portion connects the first cylindrical end portion to the second cylindrical end portion and thereby obtaining a mold blank (V) having an increased wall thickness (b2) relative to the starting wall thickness (b1) in the tapered central portion (2) and in the second cylindrical end portion (3);

bending the mold blank (V) only in the central portion (2) according to a required curvature for thereby forming a bent mold blank (V);

maintaining a cylindrical form of the first cylindrical end portion; and

finishing the bent mold blank (V) by means of at least one forming step carried out by inner high pressure metal forming of the bent mold blank (V) in the first end portion and/or in the central portion thereby forming an A-column of a motor vehicle.

32. (previously presented) The method of producing an A-column according to claim 31 further comprising incorporating the A-column next to a front window of a motor vehicle.

33. (currently amended) The method of producing an A-column according to claim 32 further comprising accepting large loads in a crash case of the motor vehicle based on increased wall thickness of the A-column in the tapered central portion